THE forge & plane

Official Newsletter of the Fort Vancouver Trades Guild

NEWSLETTER - VOLUME XII – SUMMER EDITION 2015

PRESIDENTS MESSAGE

Since our last newsletter a year ago the Guild has worked hard to be a more inclusive organization involving all the interpretive groups at the Fort. A successful annual meeting last fall, for the first time, saw volunteers from the kitchen, costume shop and garden in attendance. These new Guild members brought some new ideas to the meeting and we continue to see the benefit of their involvement in the Guild. A good example of this is the fact that for the first time we have articles from the kitchen garden and costume shop in this issue of the newsletter.

The Park, unfortunately, seems to continually be losing full time staff. Aaron Ochoa is no longer with the Park and is serving a two year tour in Iraq. He will be missed. To help fill in behind the vacancies, the Park

has designated several "Site Supervisors" to help oversee some of the major interpretative areas of the park. I have been designated the site supervisor for the blacksmith and carpenters shop. Eileen Trestain fills a similar role for the costume shop and Nancy Funk serves as site supervisor for the kitchen and garden. One benefit of this change is all site supervisors now meet monthly with Park staff to review upcoming events and other management issues related to the Park.

We are in the planning stages for the annual fall blacksmith training event featuring Jay Close, a master smith trained at Colonial Williamsburg. See the announcement in this issue for more details.

In the last newsletter I indicated my goal was to have training comparable to the annual Colonial Williamsburg blacksmith training in the carpenter's shop. We did in fact have a great two day coopering workshop where almost all of the 10 eager students completed a wooden bucket. A pictorial essay on this training is in this issue of the newsletter. Let me know your ideas for more carpenter shop training or training in other areas that the Guild could help support.

~Tom Dwyer - *President*

From the Editor

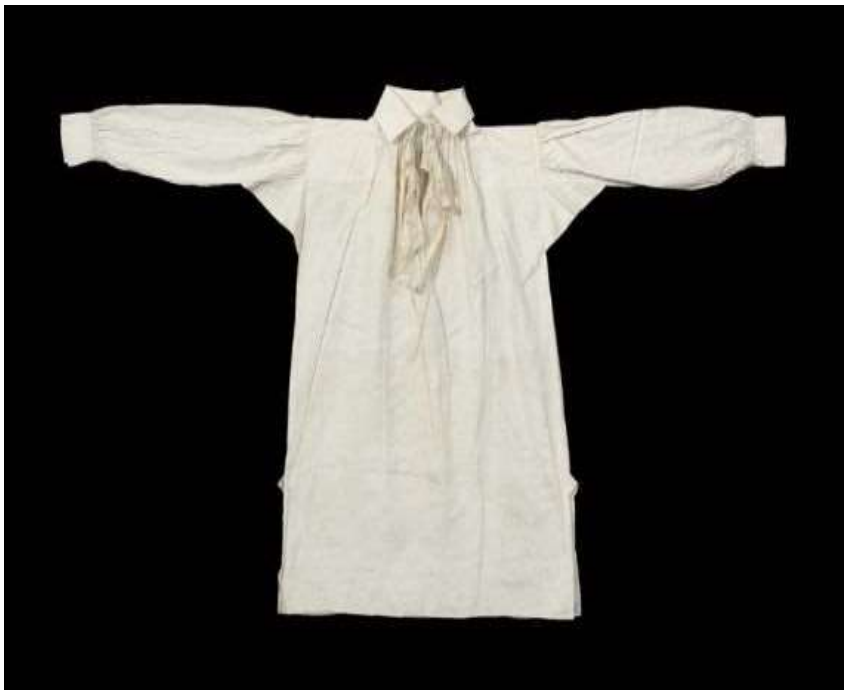
Kloshe Konaway! Is "Hello Everybody" or more literally "Good to all" in Chinook Jargon.

I, Dean Farmer am your new newsletter editor. It has been about a year since the last

Newsletter and there is a lot to catch up on. As Tom Dwyer stated in his Presidents Message, the Trades Guild has now incorporated all volunteer groups at the Fort. This newsletter may be a little longer than most as nearly every group submitted an article and that's just AWESOME!. If anyone has suggestions or content they would like added, please see the last page for my contact email and send me message. It is a pleasure to serve as your newsletter and I hope you enjoy this edition.

SHIRTS AT FORT VANCOUVER

By Eileen Trestain



The style of shirts worn by men of the early 19th century did not change a great deal from those worn in the 18th century. They were based on simple geometrics such as rectangles and squares and are commonly referred to as "square cut

shirts". There were many variations among square cut shirts, sometimes regionally or culturally specific, and sometimes an effect of the preferences of the individual makers.

Directions published in texts of the time describe tearing fabrics to specific sizes for the parts needed to make the shirts. There was very little waste fabric from this method and scissors were not required. It was more efficient to tear or cut several shirts at a time from a length of cloth than to cut each individually, and tearing tended to keep the shirts more on the straight of grain than cutting. Measurements for tearing were based on the 36 inch yard of today, which breaks down into 1/16 of a yard being called a "nail", equal to 2 ¼ inches. The 1839 *Workwoman's Guide to Plain Sewing* provides a size chart for making varied shirt sizes, and also directs households to make 6 shirts at a time for economies sake. The largest size given provides a shirt sized for today's "medium" man.

Varied fabrics used for shirts are listed in HBC inventories, and describe a wide range of qualities of fabric, some being finer cloth and some being more durable. Fabrics for shirts included several grades of linen, regatta cloth (striped), plain calico (what Americans call muslin today), figured calico, long cloth, and osnaburg. As time went on, less linen and more cotton was included in inventories, and shirts were more frequently made of the latter, with a subsequent shorter lifespan, as linen is more durable when exposed to body acids.

As individual pieces were not contoured, areas that needed more expansion such as the neck, underarm and hip were expanded by the use of a "gusset" and gathers. A gusset was a square folded in half to form a triangle, inserted into the seam or slit in the fabric and sewn in on both sides creating a flare to the opening. Contouring of the bodies of shirts became more common in the 1850s and beyond, eliminating the need for gussets.

Up until the 1820s, shirts fronts usually buttoned only once at the neck, and a ruffle down the front of the shirt protected the chest. The ruffle was frequently of a lighter weight fabric than the shirt itself. Work shirts were sometimes plainer, with a simple lined and turned or bound slit. Buttons at the neck could be two buttons attached together, much like a French cuff of today, or a single button. Those practicing economies might have a simple tie, but lacing front shirts were not a common item in the 19th century. In the *Workwoman's Guide*, several shirt patterns with tucked or pleated fronts are illustrated, using more buttons. Shirts that buttoned all the way down the front did not come into common usage until the late 1800s.

Extra layers of fabric were added across the shoulders and sometimes along the arm holes to provide additional strength, which is especially useful when the wearer is also wearing braces or participating in strenuous activities. Shirts for particular occupations also might have other modifications, like ¾ length sleeves for cheese makers and bakers.

Shirts at Fort Vancouver were imported already sewn and were also manufactured on site by wives of the HBC. While a normal shirt of the period would have been long enough for a man to wrap around under his trousers to serve as underwear, it was noted that the shirts at Fort Vancouver were made short...possibly a fabric (and economic) saving feature on the frontier.

It was not uncommon for a laborer or military man to receive a ration of two shirts per year. This was the common contract for both the HBC and the US Army. Shirts were expected to be changed twice a week, on Thursday and Sunday for the Army. Those of the upper classes usually had more shirts, and many of these have cross stitched initials or numbers to aid in inventory, useful for tracking them through the laundry process. These initials would be added at the base of the front packet or tucks at the center front of the shirt, or at the lower side gusset.

For additional information, you may like to explore these sources:

The Workwoman's Guide, By A Lady

Rural Pennsylvania Clothing, Ellen J. Gahret

Tidings from the 18th Century, Beth Gilgun

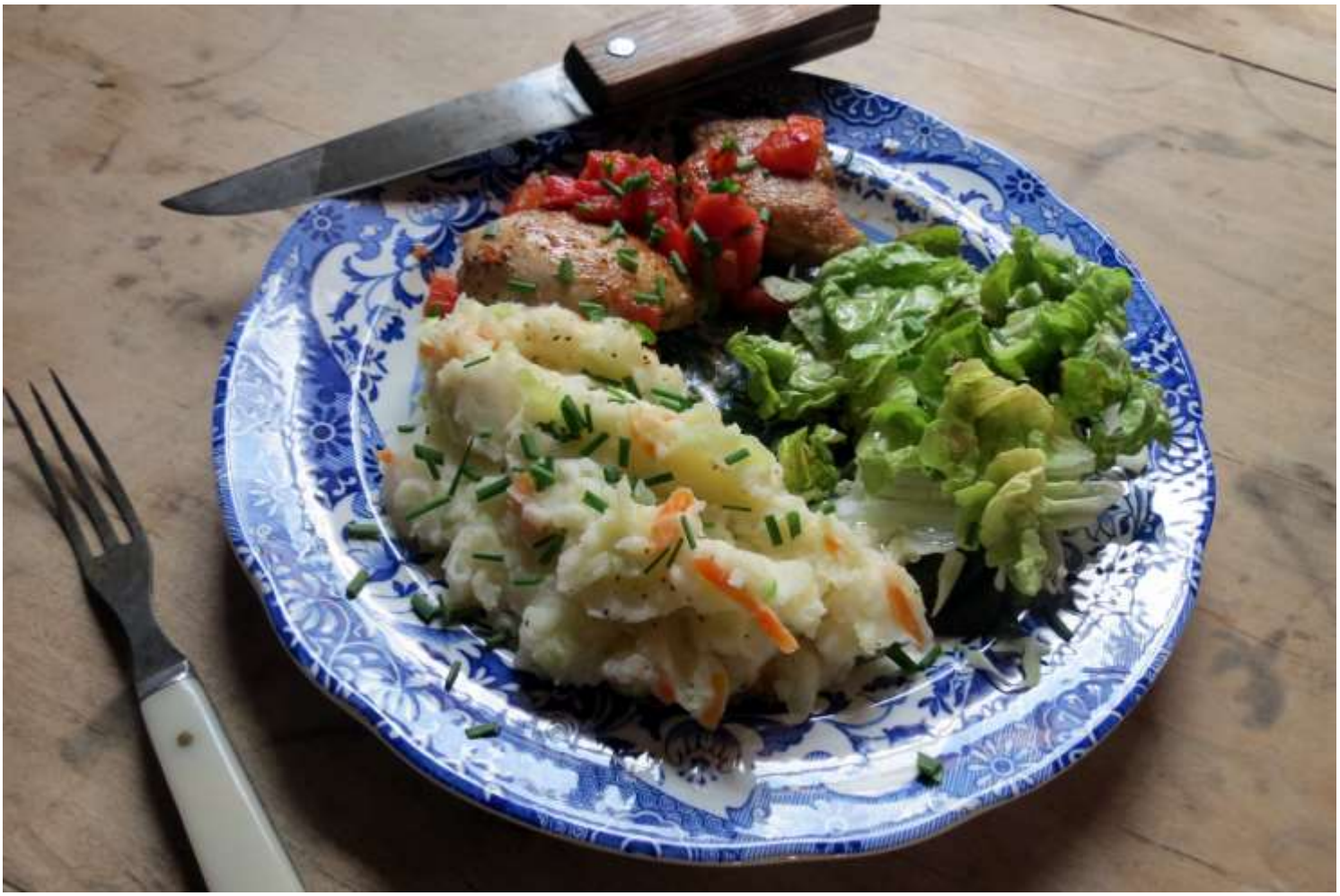
Tailor Made and Trail Worn, Robert Moore and Micheal Haynes

Thoughts on Men's Shirts In America.

Encyclopedia of the Fur Trade, Volume 4: Textiles in the Fur Trade

From the KITCHEN

By Bob Prinz



OPEN HEARTH COOKING

The art of open-hearth cooking was developed over several generations of hardworking men and women who spent countless hours in front of open fires. At Fort Vancouver, the stewards cooking for the Chief Factor and his guests used all of the techniques developed and refined by countless cooks over centuries. The success of these stewards depended upon the

bounty of foods that were available and obtained from the gardeners, hunters, fishermen and through trade. In order to prepare and cook for the Chief Factor, the stewards also depended upon the blacksmiths and the carpenters who provided the tools and utensils necessary for successful food preparation.
Two basic tools developed for open hearth cooking were the swinging crane and the rotating spit for roasting. The addition of a reflector shield increased the efficiency of the spit. Among the many other tools created by blacksmiths for fireplace cooking were dripping pans, ladles, forks and the long-handled skillet. The carpenters provided buckets, cutting boards and wooden utensils used in food preparation.

A Simple Menu from the Period:
Fried Chicken with a Tomato Sauce
Colcannon
Salad

For the chicken: Flatten the fillets by pounding them lightly with a masher. Season with pepper and salt, and dredge with flour. Put in a frying pan a tablespoon of butter for each fillet, and when hot, put the fillets in, and cook over a slow fire for fifteen minutes until brown on both sides. In a separate frying pan, place some butter, three tomatoes, diced and seasoned with salt, pepper and a little mustard. Place a lid on the pan and stew until the tomatoes are tender.

For the colcannon: Boil separately equal weights of finely chopped cabbage, kale or

savoy, and potatoes. Mash the potatoes. Mix the potatoes, cabbage, a little pepper and salt, some butter and heated cream. Heat the mixture over the fire for a few minutes, stirring it all the time.

For the salad: Pick the leaves of an endive over carefully and separate the green from the white. Using only the green, arrange in the center of a salad bowl. Slice pickled beets and hard boiled eggs and place in the bowl. Add minced salad herbs and serve with simple dressing. For the dressing, combine 4 parts oil, 1 part vinegar, some salt and pepper.

Try it and let 'THE KITCHEN' know what you think

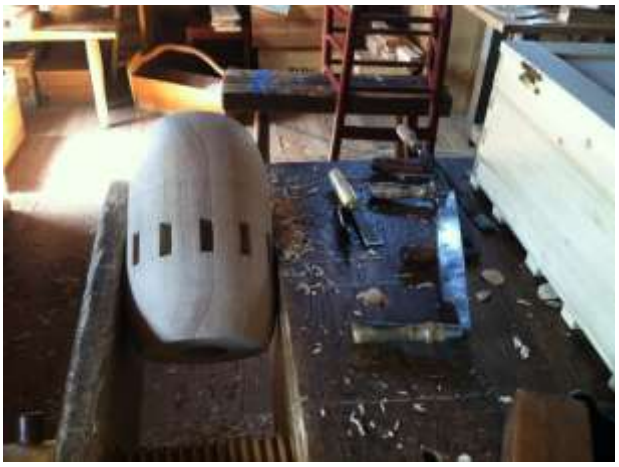
BUILDING A RED RIVER (AKA FARM)CART – PART II

By ~ Tom Dwyer and Dick Pettigrew

In last year's issue of the Forge and Plane, Dick and I described our progress in getting funding from the Park to build a Red River Cart and acquiring the materials for the job. When the article left off we had just finished practicing chopping the spoke mortises on several Douglas Fir hub blanks. On the practice hubs we used a brace and bit to drill out the center of each of the 12 spoke mortises and then used chisels to complete each rectangular mortise that was 2 1/4 X 3/4 X 2 inches deep.

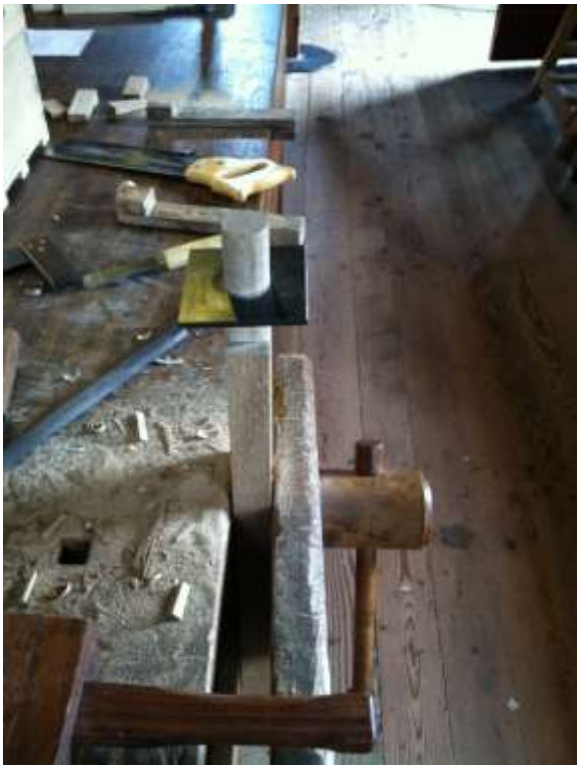
The real hubs we used for the cart started out as 9 3/4 inch by 16 inch round ash blanks that the Park purchased from a wagon supplier in Kentucky. Because we only had two blanks we opted to use a drill press to carefully drill out the center of the spoke mortises. Our experience with the practice hubs showed us that alignment of the spoke mortises with the hub axis was the most difficult part. Any misalignment here would make it very hard to fit the wheels together. If we had the benefit of 7 years of apprenticeship with a wheelwright, we would have used the traditional bit and brace. Once the holes were drilled, we used chisels to finish the mortises to the correct final dimensions, and shaped the taper on the hubs with drawshaves and spoke shaves

Next we tackled the oak spokes. Red River carts have dished wheels with the convex side facing the cart body. Thus it was necessary to cut the tenons on each end of the spokes at an opposite angle. We were using the Parks Canada plans that showed a 7 degree angle. The tenon end that fit into the hub was sawed rectangular to fit the mortise.

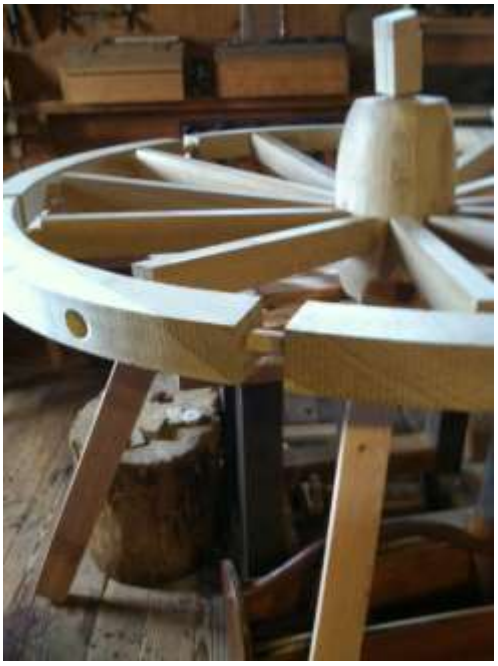


The plans we looked at showed both square and round tenons that were fit into the felloes on Red River carts. We opted to use round tenons for the felloe end, because it was quicker and

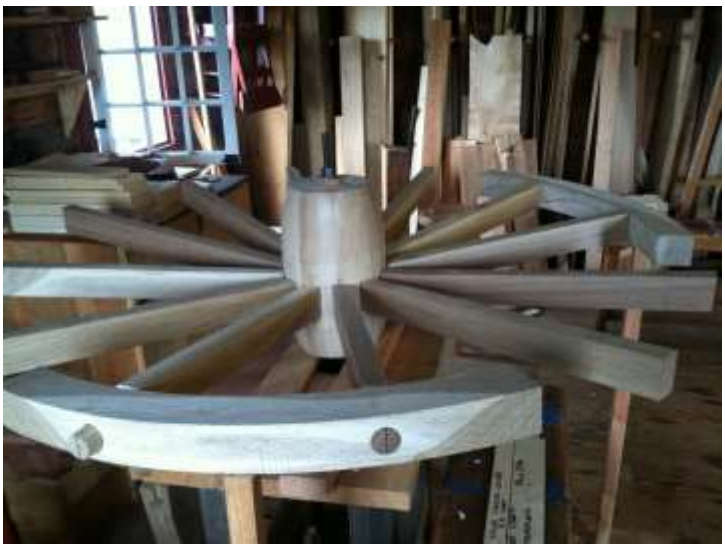
easier to drill a round tenon hole in the felloes. Although that left somewhat of a challenge to shape a round tenon for a perfect fit in the drilled hole. Dick came up with a metal plate with a hole with the exact tenon diameter to use as a gauge as we shaped the round tenons with saws, chisels and rasps



We then drilled holes in the ends of the felloes for one inch oak dowels that would help hold the felloes together .



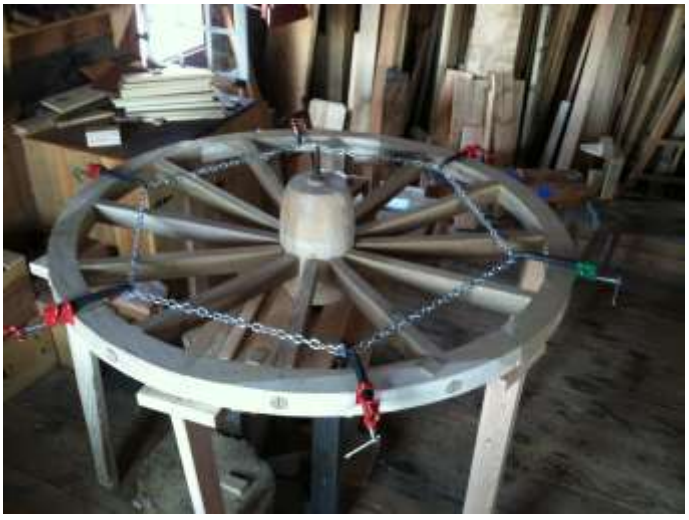
Next, we began carefully fitting spokes to hub mortises and round tenons to felloes



It soon became obvious that this would be one of the most difficult parts of building the cart. The wheel was becoming

very heavy and as felloes were driven onto the spokes on one side, the spokes would come loose on the other side. And it was difficult to align the dowels in the ends of the felloes. We needed to devise some way to hold the whole thing together as we did the final fitting. The solution became making a contraption consisting of chain,

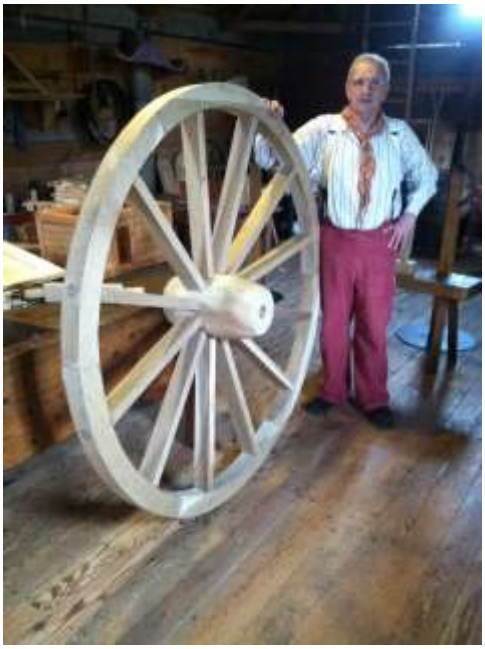
large hooks forged in the blacksmith shop by Tom out of threaded pipe and threaded pipe clamp ends



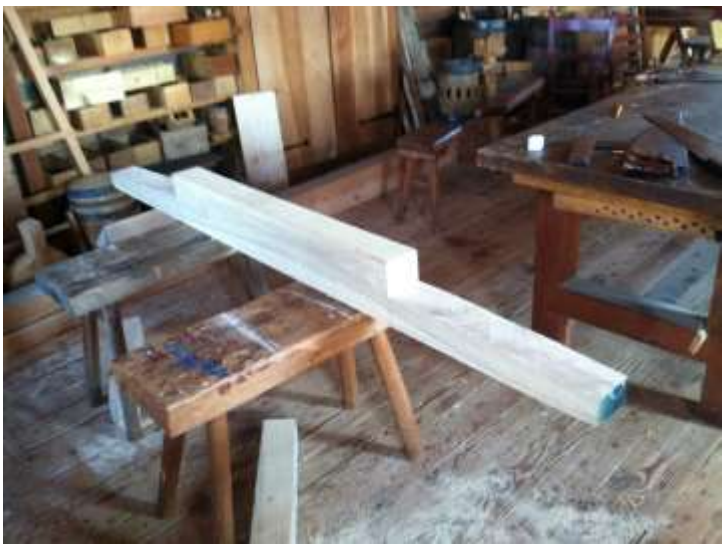
By tightening the pipe clamp ends we could slowly force everything together with a lot of hammering with wooden mallets and swearing (when visitors were not in the shop of course)! The last step was to wedge each tenon onto each felloe.

Traditional wheelwrights were undoubtedly much better at cutting the joinery exactly to fit and lining everything up and may not have needed a contraption like we built. George Sturt's wheelwright book suggests that wheelwrights in his day drove the spokes into the hub with a lot of muscle and that probably helped avoid some of our problem. We also made the mistake of drilling the tenon holes in the felloes all at the same distance apart before we tried to fit the wheel together. More careful examination of wheelwright literature suggests the holes were marked and drilled to fit the spoke locations as they came off the hub. It took

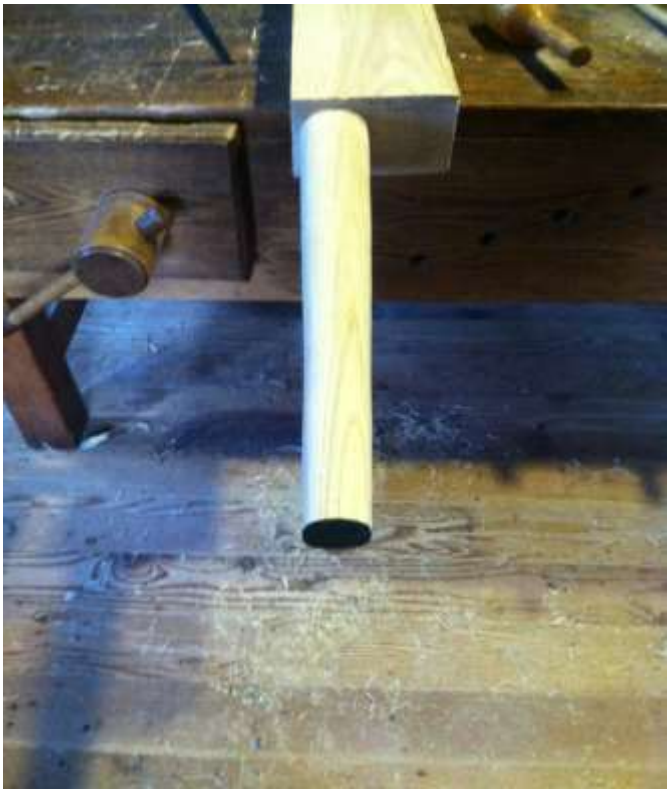
us several months to prepare the hubs, cut the spoke tenons and drill the felloes working only a day or so each week. We could tell the oak spoke and felloe material continued to dry out as we worked and this also made final fitting more difficult. With experiences on the first wheel, the second went together somewhat easier. All told we figure we have about 100 hours devoted to building just the two wheels.



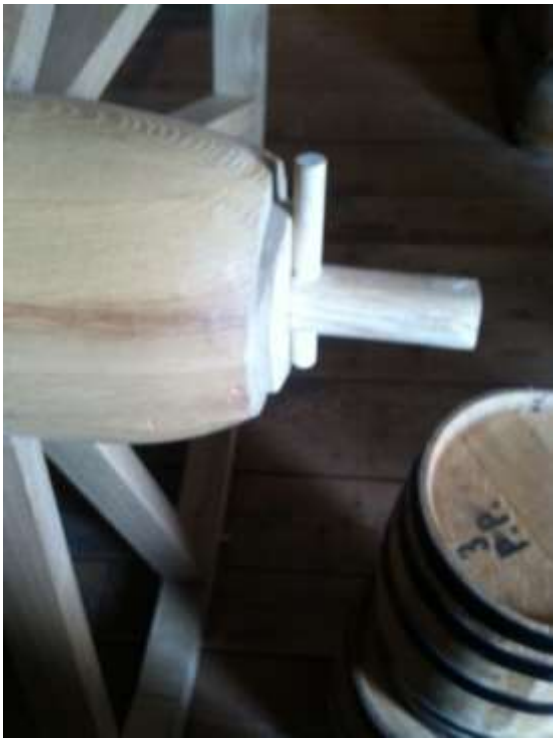
With the wheels done we tackled the huge ash, axle blank. Red River Cart axles are tapered to fit in the tapered whole in the hub. We first sawed out the rough taper with hand saws.



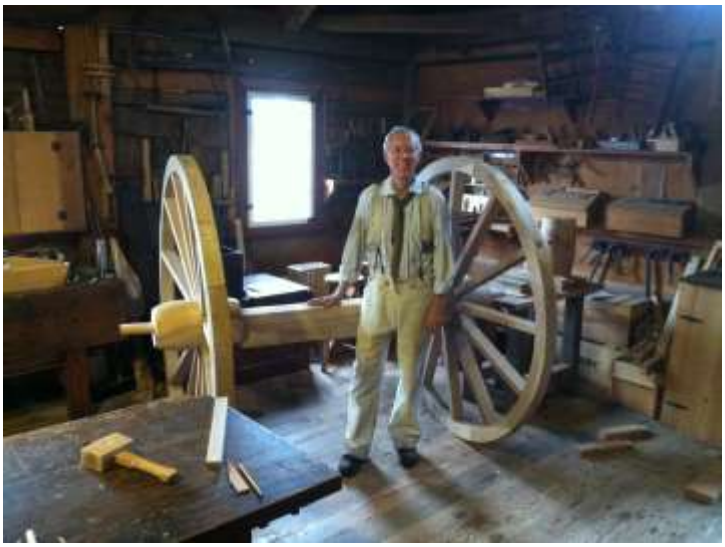
Then with a lot of work with drawshaves and spoke shaves and with the help of some ingenious gauges Dick fastened, we achieved the desired result .



The cart wheels are held on to the axle by a simple lynch pin arrangement.

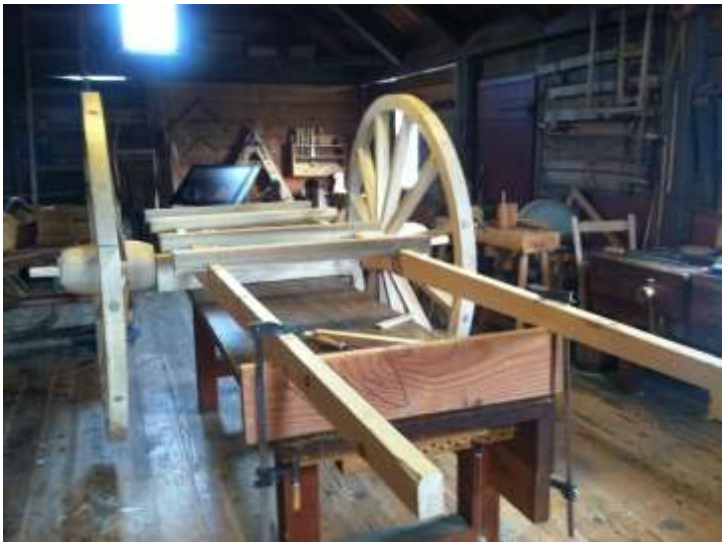


Then after several hours of final fitting of each end of the axle to its hub, we had something that began to look like a cart!



And at this point, we knew we were over the hard part – we had become amateur wheelwrights!!

The cart shafts and bottom cross pieces were mortised to the axle and secured with dowels.

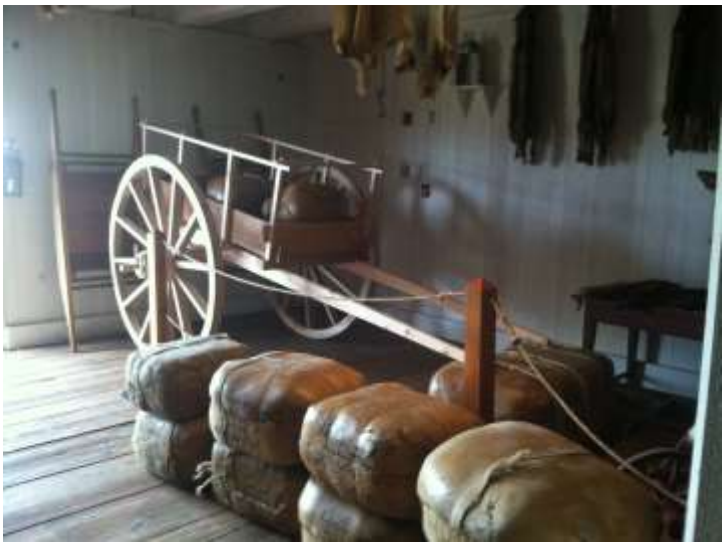


The sides of the cart body are held in place with uprights mortised into the bottom cross pieces and cut to interlock in place.

STOP BY AND SEE IT SOMETIME!

The last step was to cut the floor boards to width and length and simply lay them in place. Remember Red River Carts have no iron in them at all.

The cart resides in the fur warehouse.

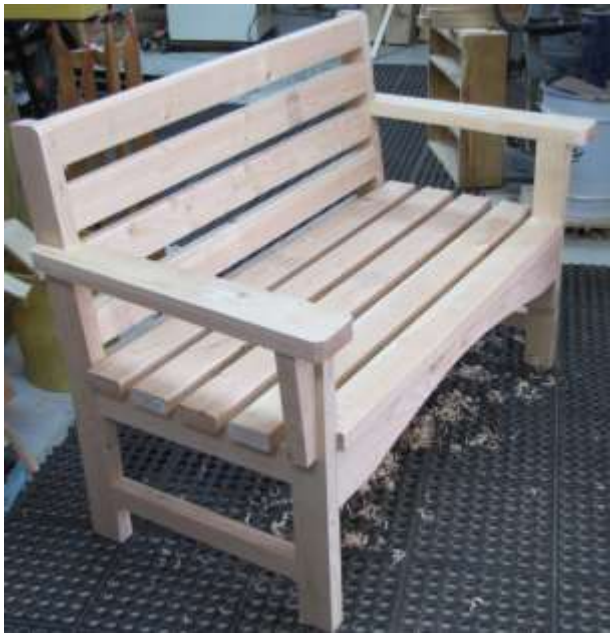


BENCHES

By Bob Prinz

Several months ago the Park Service requested the Carpenter shop make ten seating benches for use in and around the Fort. The only real criterion was that the benches had to comply with the Americans With Disabilities Act (ADA). With that in mind we solicited ideas from various sources on what the benches should look like and how they should be constructed. We received a number of ideas from current and former carpenter shop volunteers as well as Park Service personnel.

With that input in hand a prototype of a proposed bench was built using standard construction grade fir lumber. We decided on a two person bench for simplicity of construction and, hence, a shorter build cycle.



BENCH PROTOTYPE

The bench was approved by all concerned and the project began in earnest. It was decided to continue with construction

grade fir lumber and, after finding a supplier, we took delivery of the material last fall.

Since there is limited room in the carpenter shop it was decided to store the lumber in one of the warehouses near the maintenance shops. Tom and I spent part of a day cutting the wood into manageable lengths for ease of handling since it was delivered in 12 foot lengths.

We decided to start the construction by assembling the ends first. Each end consists of a front and rear leg as well as two stretchers to hold them apart. There are a total of ten mortises in each end assembly which were done using a mortising chisel and a mallet. After moving a supply of wood to the Carpenter shop we began the mortising of the front and rear leg as well as the tenoning of the two stretchers needed for each assembly. The tenons were cut using a backsaw. All of the end assemblies were completed by early April of this year.

Since spring is the normal time for the young Engage' classes Tom suggested we have the participants learn to cut mortise and tenon joints. The Carpenter shop volunteers all agreed this would be a more meaningful experience than past projects. For some years we have offered the Young Engage' students a wooden tool box to construct. However, since all the parts were pre-cut and pre-drilled the project really consisted of little more than nailing the box together. We all felt that cutting some real mortises and tenons would give the participants a more realistic experience of what the carpenters trade was like in 1840. Each group of kids was shown how to cut the

mortise and tenon joint and the allowed to cut some practice joints. They were then ask to cut tenons on the ends of the back fillers for the bench currently under construction. When those were complete the bench was glued together.

YOUNG ENGAGE' WITH BENCH

We still have a ways to go to finish the project but we do have a number of seat back fillers ready to use as well as front and rear stretchers. The seat slats are being cut as needed. The benches will be moved to storage as they are finished to make room for further construction. Before moving the benches to storage we will seal the end gain of the legs with an epoxy sealant to increase rot resistance. The benches will be painted before being put into service.

We plan to have the project complete by late summer or early fall.

Coopers Class

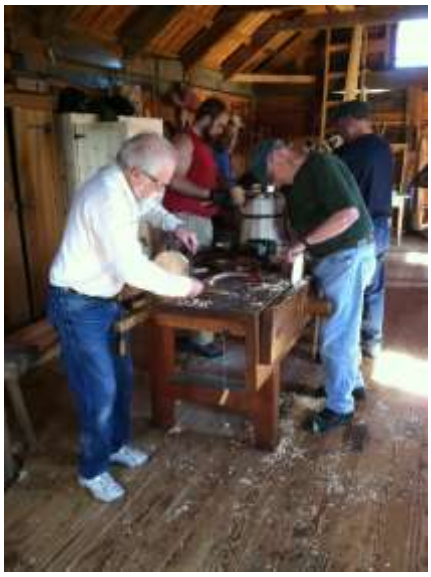
A PICTORIAL ESSAY ON A COOPER'S CLASS – by **Tom Dwyer**

After taking a cooper's class at the Port Townsend School of Woodworking, I convinced the Guild Board to hold a similar class at the Fort Carpenters Shop. In October 2014, eleven students spent two days making an authentic 19th century bucket. Here is a sequence of pictures showing the steps the class used.

Gauge used to measure the correct bevel on a stave

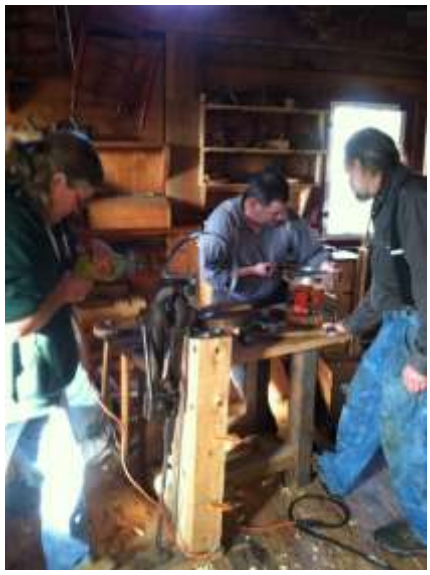
Class working on jointing their staves

Pile of staves

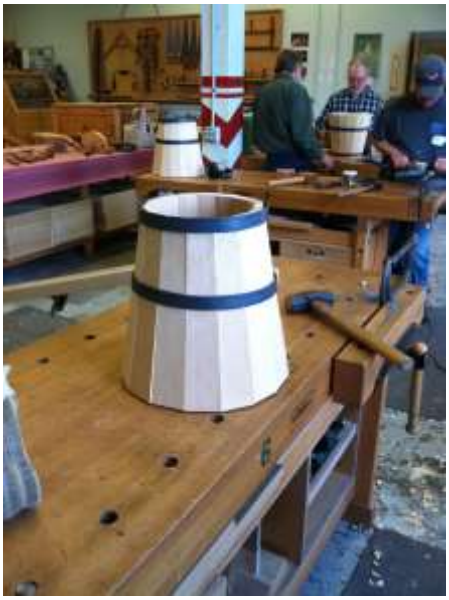


Shaping bucket bottoms

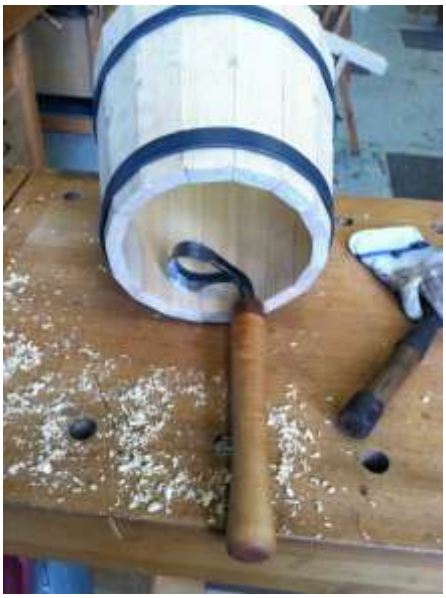
Jig used to bend hoops



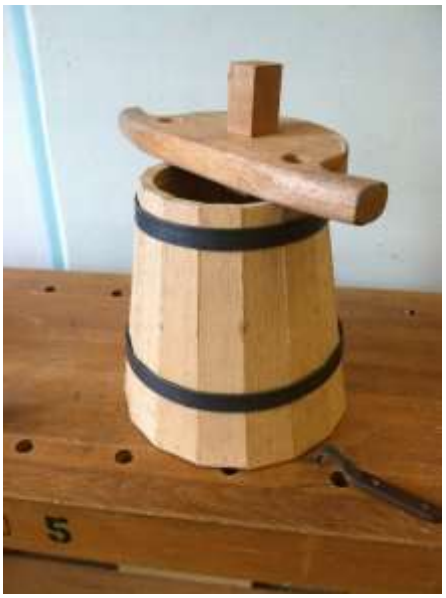
Bending and drilling hoops for rivets



Hoops being driven in place

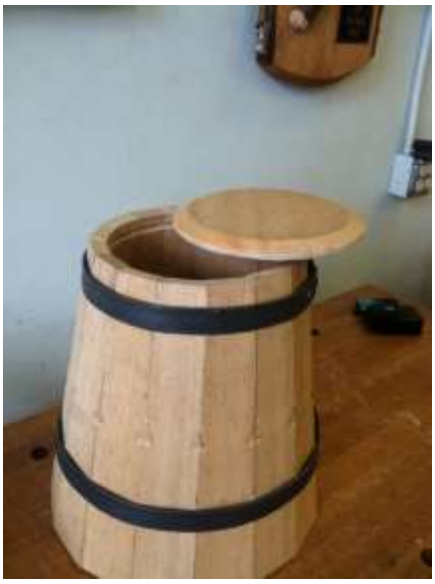


Smoothing the inside of a bucket



Cutting the groove for the bottom of the bucket

Contemplating the next step

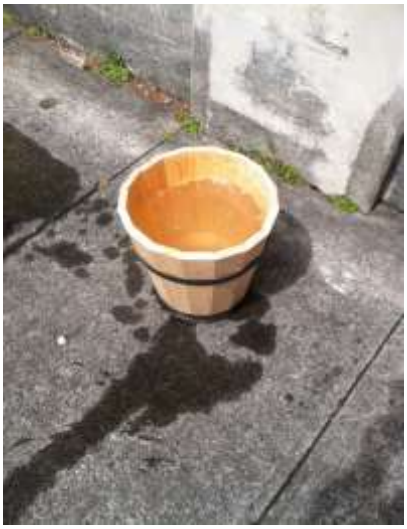


Bucket & Bottom

Flattening the bottom

Completed bucket

Happy Student



But does it hold water?

ABSOLUTELY!!

Moving the McLoughlin House up Singer Hill with a One Horse Capstan Winch in 1909 *by* Susan Schneider

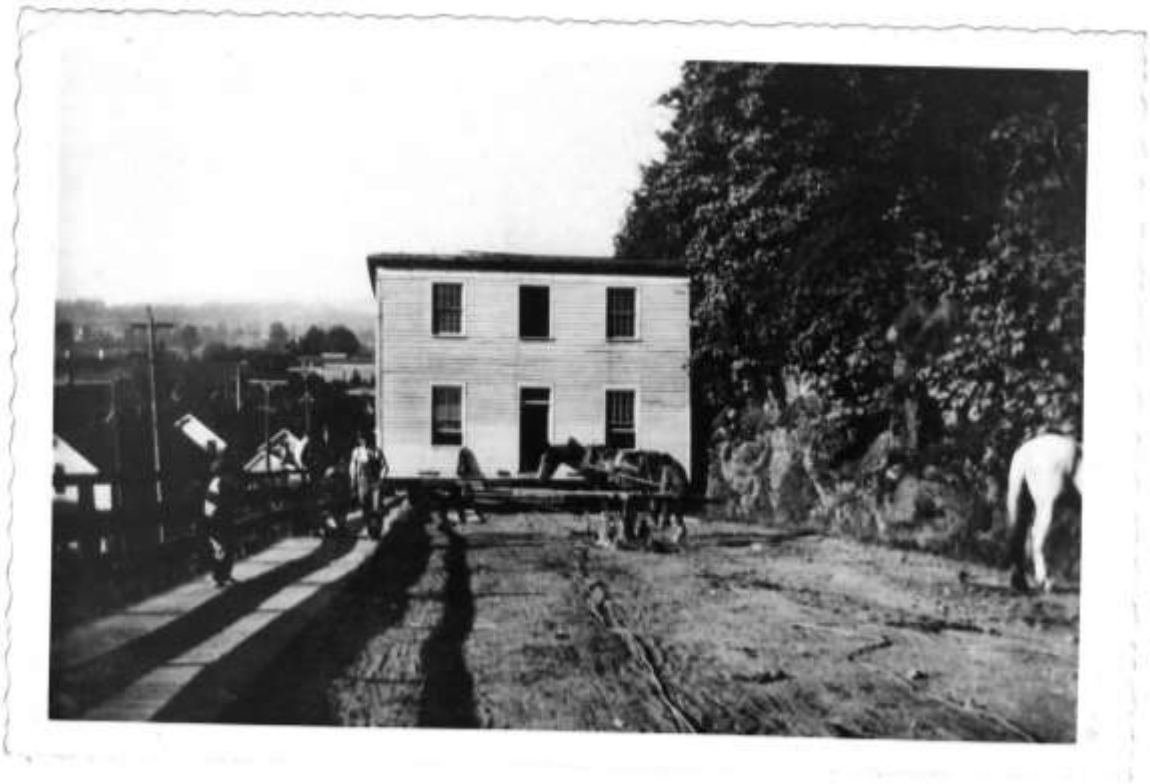
"Many people today may find it hard to believe that a fairly large structures could be moved using only horse power. First the house was jacked up off its foundation and placed on heavy wooden beams in most cases 12" by 12" and tended to act as runners similar to those on a sleigh. A temporary wooden track was put down in the street and greased runners slid along it, this track consisted of flat planks on supported cross ties, like those used on railroad tracks. As the house inched along, the planks and left behind were picked up and carried to the front to be used again. This capstan winch was usually placed in the middle of the street. This capstan was

anchored to some strong object, such as the street, tree, or rock, using heavy chains or cables. A pulley was attached to the front of the house, probably to a cross beam between the wooden runners. One end of a very strong rope, or steel cable ran from the pulley to above mentioned strong object, and wrapped around the capstan. The capstan was then turned by our horse in a circle, each time the horse had to step over cable. As the horse walked, the cable would slowly wind up on the capstan winch and the house would move. Once the cable had reached the end, the winch would be moved and the cables restring, and the process would start again."

Quoted from author, Andrew Hastings: Oregon City Enterprise, September 12, 1946

The house jacked up and rollers placed under house, the rollers are what look like metal wheels in front of the picture. Rollers rolled on boards laid on the road surface.

One horse turning a capstan wench, the house moved about 8 inches with each full turn of the wench. The wench was bolted to the road and tried off to an immoveable object near the path of the house and the wench was moved about every 30 feet.



Volunteers Needed at the McLoughlin House Unit

Can you spare a Friday or Saturday as a docent?
Do you have a special skill to share?

Please contact Susan Schneider at 503-656-5146 or email mcloughlinmemorial@gmail.com

MMA Mission Statement

"The purpose of the McLoughlin Memorial Association is to assist in the promotion of Dr. John McLoughlin and his associates through education, interpretation, preservation, respect and appreciation of our heritage."

Columbia Boats

By Tom Holloway, Volunteer, Fort Vancouver NHS
February 2015
(Adapted from background material prepared for volunteers in the reconstructed carpenter shop at Fort Vancouver National Historic Site.)

Hudson's Bay Company carpenters, some of whom were specialized ship carpenters, built a variety of watercraft. The 1841 inventory of Fort Vancouver, for example, included six Columbia boats, six batteaus, one ship's boat, and one scow.

In the Great Lakes and the extensive navigable river systems east of the Rockies, fur trade *voyageurs* famously used birch bark canoes in a range of sizes--none of which were relevant for water transport west of the Continental Divide. John Dunn worked was an HBC clerk and postmaster in the Columbia District for eight years in the 1830s. In his *History of the Oregon Territory* (1844, pp. 60-61) Dunn wrote:

There are no birch canoes used in the Oregon country by the company's servants. They use only the batteaux, which are made of quarter-inch pine boards, and are thirty-two feet long, and six and a half feet wide in midships, with both ends sharp, and without a keel—worked, according to the circumstances of the navigation, with paddles, or with oars. These boats are found to be better adapted to the lakes and rivers there, than the canoes of the north.

U.S. Navy Lieutenant Charles Wilkes, an experienced mariner who conducted detailed reconnaissance in this area in 1841, provided this description of the Columbia boat (*Narrative,* IV, p. 371): The boat was

somewhat of the model of our whale-boats, only much larger, and of the kind built expressly to accommodate the trade: they are provided yearly at Okonagan, and are constructed in a few days: they are clinker-built, and all the timbers are flat. These boats are so light that they are easily carried across the portages. They use the gum of the pine to cover them instead of pitch. Later (P. 378) Wilkes gave more detail: The shape of these boats has been before described: they have great strength and buoyancy, carry three tons weight, and have a crew of eight men, besides a padroon. they are thirty feet long and five and a half feet beam, sharp at both ends, clinker-built, and have no knees. In building them, flat timbers of oak are bent to the requisite shape by steaming; they are bolted to a flat keel, at distances of a foot from each other: the planks are of cedar, and generally extend the whole length of the boat. The gunwale is of the same kind of wood, but the rowlocks are of birch. The peculiarity in the construction of these boats is, that they are only riveted at each end with a strong rivet, and being well gummed, they have no occasion for nailing. They answer, and indeed are admirably adapted to, all the purposes for which they are intended; are so light as to be easily transported over the portages by their crews, and in case of accident are easily repaired. This detailed description does not mention a sail, but later in his *Narrative*, (p. 379), telling of his trip from Ft Vancouver to Cowlitz, Wilkes wrote: "They are provided only with a square sail, as the wind blows generally either directly up or down the river." Then describing a trip up the Columbia between the Cascades and the Dalles (p. 381): "On the 30th of June, they had a favourable

wind, but it blew so hard that they were obliged to reef their sail, and afterwards found the waves and wind too heavy for them to run without great danger."

So apparently these boats could be fitted with a mast and square sail, as seen in some illustrations of the larger and heavier York boats used east of the Rockies. The mast would have been removable to facilitate portaging, and mounted equidistant from each end, to be used going in either direction. Steering was with a paddle or oar at either end (or both ends when needed) rather than a fixed rudder, as Wilkes described (p. 391-2):

Each boat has also its bowman, who is considered the first officer and responsible man; the safety of the boat, in descending rapids particularly, depends upon him and the padroon, who steers the boat. They both use long and large blade-paddles; and it is surprising how much power the two can exert over the direction of the boat.

Peter Burnett, an American pioneer who arrived in this area via the Oregon Trail in 1843, described the Columbia boat that took him from Walla Walla to Fort Vancouver (*Recollections and Opinions* 1880, p. 128):

We procured from Mr. McKinley, at Walla Walla, an old Hudson's Bay Company's boat, constructed expressly for the navigation of the Columbia and its tributaries. These boats are very light, yet strong. They are open, about forty feet long, five feet wide, and three feet deep, made of light, tough materials, and clinker-built. They are made in this manner so that they may be carried around the falls of the Columbia, and let down over the Cascades. When taken out of the water and carried over the portage, it requires the united exertions of forty or fifty Indians,

who take the vessel on their shoulders, amid shouts and hurras, and thus carry it sometimes three fourths of a mile, without once letting it down. At the Cascades it is let down by means of ropes in the hands of the Canadian boatmen.

Burnett's recollection of the number of Indians required for portage seems excessive, unless much of the cargo was left in the boat while it was carried around the rapids. Also, if fifty men tried to crowd under a boat of this size, they would likely be tripping over one another. Other accounts say that the standard crew of 8 men could carry an empty Columbia boat when necessary.

Other contemporary accounts use the term batteau (plural batteaux, which is simply the French word for boat, standard spelling *bateau/bateaux* or the English word boat, with little further description and without making a distinction for Columbia boat.

Building Columbia boats:

The following account of on-the-spot construction of five boats for use on the rivers on the western side of the Rockies covers a period of 42 days from March 9 to April 19, 1843. It is from the journal of HBC clerk Alexander Caulfield Anderson (Fort St. James Post Journal, 1840-46, HBCA, B.188/a/19), transcribed by Nancy Marguerite Anderson and posted in her blog, <http://nancymargueriteanderson.com/fort-st-james/>

Even in such field conditions, working mostly in the open rather than a fully equipped shop, the timbers or cross ribs were bent by heating in a steam box, and the thin planks for the hull were sawn. The planks, or strakes,

overlapped at the edge, a technique known as clinker-built or lapstrake. The "varangues" referred to are the cross ribs of the boat's framework. From the French version of Wikipedia: "Une varangue est une des pièces de charpente d'un bateau, servant de liaison transversale dans les fonds entre les membrures et les reliant à la quille."

[Begin transcription:]

Thurs. 9th [March 1843] Cold weather. Nothing new occurring. Commenced preparations for making the boats, … serres, &c. The cold weather & Bourgeau's sore leg, have caused us to delay this necessary labour.

Mon. 13th. Clear & cold. The weather being too severe to bend the varangues, the three men who were occupied about the boat wood are preparing the keels &c … [Pierre] Gouin preparing rivets for boats, assisted by the lathe. Others at fire wood.

Tues. 14th. .. Still too cold for bending the varangues, but always preparing for the boats.

Wed. 15th. Weather gradually moderating. Commenced today bending varangues. [Joseph] Bourgeau, [Supplie] Larance & [Pierre] Roi, bending and preparing. [Jacques] Coutureau [Couturier] who is still lame, attending the steam box.

Thurs. 16th. Fine mild weather. Continued as yesty & bent the varangues of 1 1/2 boats — say 2 1/2 now bent.

Sat. 18th. The snow vanishing fast. Finished the varangues of 6 boats, wood cutters employed cleaning the fort.

Mon. 20th. Men arranged as below. Bourgeau, Larance, Roi, [Edouard] Crete, [Charles] Touin, Ignace Calument — Boats…. Bourgeau laid the keel of a boat.

Wed. 22nd. .. Turned a boat, ready for putting on the boards in the evening. Courturier for the

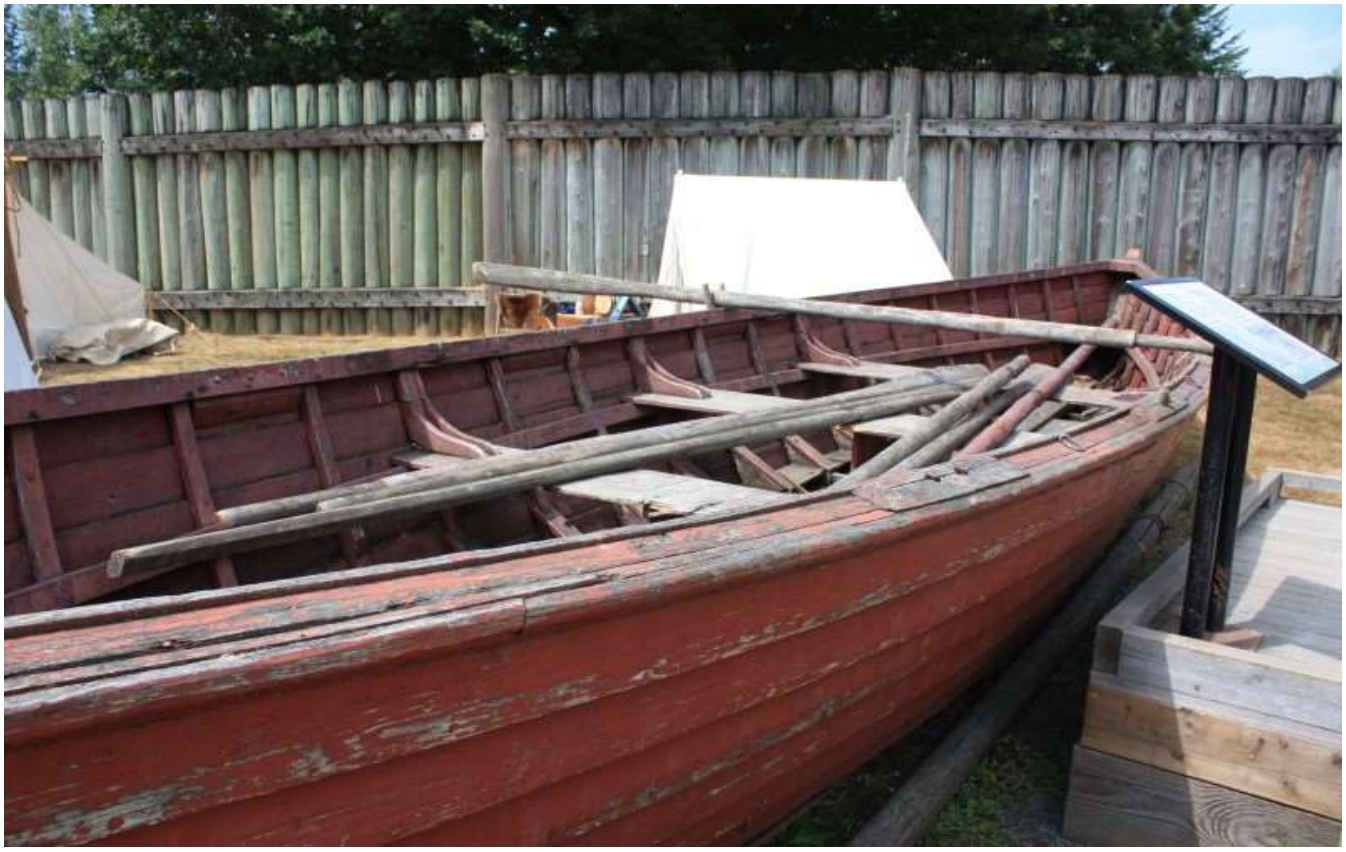
last two days making wedges for the [fur] press.
Mon. 27th. Touin laid up with boils. Laid down another boat. Nothing new occurring.
Wed. 29th. Couturier working at boats in place of Touin, who is still laid up.
Saty. 1 April. .. Bourgeau turned his third boat ready for planking.
Tues. 4th. Afternoon finished another (the third) boat… I omitted to mention that on Sunday Roi [drove] a long splinter into his wrist, which incapacitates him from working. The men employed as under:

Bourgeau, Larance, Crete, Ignace, [Amable] Lacourse, Courturier at boats
Wed. 5th. We began pressing packs in the morning, but after several interruptions at length gave it up & the men wrought in salmon store… Began 4th boat.
Two men are obliged to begin sawing as far from being sufficient for six boats as Mr. Ogden had anticipated, there is found not to be sufficient for the completion of five, which I am very sorry for, as it is now too late to think of attempting to remedy the evil.
Mon. 10th. Fine, but chilly, with Westerly winds. Bourgeau finished 4th boat & laid the keel of another Thurs. 13th. Bourgeau finished his fifth boat today. Mr. Ogden directed me to get six made, and were the wood ready, there would yet be time to finish another. But there are no materials, one of the keels having been found useless, and there being no more boards. I am thus reluctantly constrained to leave the sixth unattempted.
Fri. 14th. Fine. Bourgeau arranging apichimons &c for two boats. Larance working at sheels[?]. Crete, Leonard, Couturier, Louis Thibeault, & rest cutting wood, except Brunel & Roi who are laid up.
Saty. 15th. Larance as before. The other men employed till

noon cleaning out boat shed, storing boats for the summer, piling the timber lately dragged by Gouin and other necessary jobs, preparatory to beginning to gum on Monday.
Monday 17th. Rained at intervals yesterday — today fine. Named crews of boats & all hands are preparing oars, caulking boats &c.
Wed. [April] 19th. Snowed a little in the morning. Afterwards fine. Finished gumming.
Preparing for a start tomorrow.

This is rather earlier than was intended; but the season is very forward, and everything being ready, I have decided on moving. It was my intention to go off the day after tomorrow; but the Canadians have a superstitious reluctance to starting on a Friday, which it is customary and prudent to humour, where there is no probability of eradicating it.

[End of transcription.]



This boat at the reconstructed Fort Langley, BC is described as similar to the Columbia boats used in river transport in the fur trade era west of the Rockies

VOLUNTEERING to share the GARDEN

By Robb Rosser

The garden season began early this year. Beginning my foray into the Fort Vancouver garden in the summer of 2014, I was ready for spring's arrival and excited about working with the other Master Gardeners and volunteers. I grew up with a

penchant for volunteering. It gave me something I needed, from Boy Scout's to Vista/AmeriCorps, the U.S. Peace Corps and the Master Gardener program. I learned quickly that visitors had their own reasons to come to the garden as well.

The evolution of this year's garden began slowly over the first couple of months of 2015 as we began weeding one bed after another. As a group, we tackled weeding one or two beds a day. We soon found out that weeding a garden this big is like painting the Eiffel Tower. By the time you reach the top, you need to start over from the bottom again. As a team we learned who was good at weeding, digging and manual labor. Doug and Jim were always available to add a wheel barrow of compost to refresh the borders. Deena could really weed.

With the temperate winter season and an initial turnout of 9 to 12 volunteers, many of them Master Gardeners, the garden was soon ahead of where it had been in previous years. The weather was mild. Rain held off until March and still every day offered morning or afternoon sun breaks. In the first couple of months we learned when to share our garden expertise with the group and when to recognize the value of another's experience in the world of gardening.

Some of us knew how to rig a watering system and others knew the preparation and timing of planting vegetables. Nancy shares information and ideas and helps steer the group's direction while Betty and Cheryl share their knowledge of planting and organization. Over time we are learning who will

stick to a job until it's done, who works best alone and who can tell the best stories of life, love and adventure in the garden. Our group is slowly becoming a family.

Every day there are more people from the general public passing through the garden. There are school groups of course. One day a third grade girl stopped under the Garland rose arbor and exclaimed her intention, "Someday I'm going to get married right here!" There are young guys and girls out for a jog and couples passing through in a slow, thoughtful pace. Here in the garden you will find families, singles with dogs and life time lovers.

I like to hail our fellow Fort Vancouver volunteers and welcome them to work as they pass the garden on the way to the fort. Some are friendly and shout out their opinions of the garden. "Love the Cardoon!" or "It's looking beautiful this morning." Some check us out as they pass without ever turning their head in our direction. All can see that it's June and it's abundant and the garden now has every bed planted with cabbage, kale, beets, tomatoes, lettuce, radishes, quince, asparagus, horseradish, squash, pumpkins, corn, cotton and flowers galore.

It's the busiest time in the garden for the volunteers and yet our numbers have dropped off as helpers take a break from the heat or take their families on vacation. The rest of us have other commitments as well but continue to come on our own schedule to make sure the newer plantings receive adequate water on these hot, dry, sunny days. The Mom and

baby hiking group had a picnic by the sundial last week and the guys out on Daddy's day let the kids run their hands through the lemon balm. Most everyone who visits the garden throws out a "Thank You" to the gardeners at work that day. I'm proud to be thanked and thank them back for visiting this special monument to our shared past. After all, the Fort Vancouver garden is here for us all to enjoy. As I work and watch, I find that it gives every person exactly what they need in return for their visit.

MARK YOUR CALENDARS FOR THE FALL COLONIAL WILLIAMSBURG BLACKSMITHING EVENT

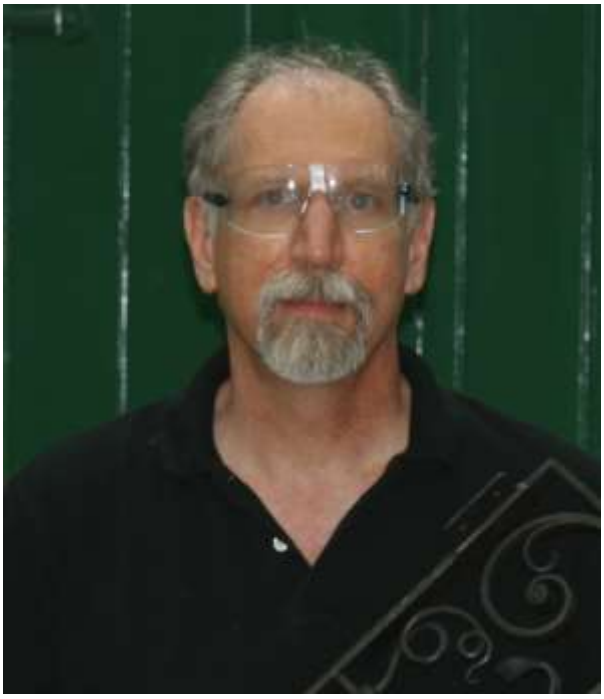
October 3-8, 2015

WILLIAMSBURG

Once again this year the Guild and Park Service will host a master blacksmith that received his training at Colonial Williamsburg. This year Jay Close will return for two days of demonstrations (Saturday and Sunday October 3rd and 4th, 2015) concentrating on ironware that would have been used in the Fort

kitchen the first day, and items that would have been used in the garden the second day. In addition Jay will be available in the blacksmith shop Monday through Thursday to work with any active volunteers that wish to come in to the shop. This one on one training with a master smith like Jay has never been offered before by the Guild.

Here is Jay's bio:



In 1975 Jay Close saw his first working blacksmith, and a fire was lit that didn't go out.

Years later, studying Industrial Arts, he worked summers as a gunsmith interpreter at Colonial Williamsburg. At the

end of his third summer, he accepted a temporary position at the Deane Forge where Peter Ross was master. The temporary position became a fulltime job by the spring, an apprenticeship by the fall of 1987.

He completed his apprenticeship and was promoted to journeyman by Peter Ross in 1994.

Jay has been a demonstrator (along with the rest of the Williamsburg crew) at three ABANA conferences. He has demonstrated at regional gatherings like the Potomac Blacksmiths' Guild Spring Fling, the Alabama Forge Council's meeting at Tannahill State Park, the Quad State Round Up, the Guild of Metalsmiths' Conference and Dan Nauman's Bighorn Forge Conference.

He has taught workshops on historical ironwork on both coasts and he has assisted Peter Ross and Tal Harris teaching classes at the Campbell Folk School.

Jay left Williamsburg in 1999 relocating to near Charlotte, NC. He continued doing reproduction ironwork for historic sites and teamed with Tal Harris on an extensive architectural commission and on work for the Mel Gibson film "The Patriot". Jay's interests have broadened to include the architectural forgings that characterized the English 18th c. "gatesmith". He is actively studying the design and processes of English

baroque work, the last decorative arts style un-influenced by the Industrial Revolution..

In 2005 Jay was hired as the first "Professor of Forged Architectural Ironwork" at the

newly formed American College of Building Arts in Charleston, SC. He was charged with putting in place the workshops and curriculum for a four year liberal arts degree centered on the skills of the architectural smith. He also contributed a case study on the role of the smith in

support of Tudor brick masons, a study that was published in Gerald Lynch's

book, *The History of Gauged Brickwork*.

He resigned from the college at the start of 2010, but still considers himself a professional blacksmith educator. He was one of the original members of the Controlled Hand Forging committee of ABANA and wrote several of the lessons published in the *Hammer's Blow.*

The Forge & Plane is the official newsletter of the Fort Vancouver Trades Guild.
Please send your comments, submissions, and suggestions to:

Dean Farmer, Editor
deanfarris@gmail.com

If you would like to be added to the electronic distribution list, please send an email request to
deanfarris@gmail.com

Unfortunately, due to postage and printing costs, distribution of printed copies is limited to those guild members whom specifically request a printed copy. All other copies will be distributed in pdf format.

To be successful, the newsletter needs submissions to the Members Gallery and Letters to the Editor the most. This is a place for guild members to get to know the work of the other members and to share their feelings regarding the guild.

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Please consider joining, or renewing your membership in, the Trades Guild using the enclosed form. While Guild membership is not required to volunteer in the shops here at the fort, the more members that we have, the more effective we can be to accomplish our goals. We are working to improve the opportunities to learn both the craft and interpretive skills. This can best be accomplished with a high rate of membership from the volunteers. You can place your completed form in Clay Ford's folder in the contact station or mail it to the address on the form.

Fort Vancouver Trades Guild - Membership Application

☐ Regular Annual Dues: $10.00
☐ Junior Annual Dues: $4.00
☐ Family Annual Dues: $14.00
☐ Honorary Annual Dues: $0.00
☐ Patron Members: One time $100.00+ gift

Name: _____

Address: _____ City:_____ State: _____ Zip:_____

Phone: _____ Email Address: _____

☐ I would like to be a regular volunteer at Fort Vancouver.
☐ I would like to attend Special Guild Events.
☐ I do not wish to be volunteer, but wish to support the Guild.
☐ I am primarily interested in the Carpenter Shop
☐ I am primarily interested in the Blacksmith Shop
☐ I am interested in both the Blacksmith and Carpenter Shops.

To become a member, please fill out this application completely and submit it with your dues to any Guild Officer or mail to: Fort Vancouver Trades Guild, C/O Clay Ford 16119 NE 319th St., Battle Ground WA 98604

Method of Payment: _____ Receipt #: _____ By:_____